



LOCAL NOTICE TO MARINERS

SEPTEMBER WEEKLY SUPPLEMENT

NOTICE NUMBER 37/03
September 16, 2003

NIS watchstander, 24 hours a day at (703) 313-5900

**** INTERNET ADDRESS ****
<http://www.navcen.uscg.gov/lnm/d14/>

ISSUED BY: Commander, Fourteenth Coast Guard District (oma)
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Navigation information having been of immediate concern to the Mariner, and promulgated by the following broadcasts, has been incorporated in this notice when still significant:

- ⇒ CCGD14 (D14) BNM's: 241-03 to 243-03
- ⇒ COGARD MARIANAS SECTION (MARSEC) BNM's: 147-03 to 148-03

NOTES:

- (1) Unless otherwise indicated, missing and destroyed structures are presumed to be in the immediate vicinity. Mariners should proceed with caution.
- (2) The Local Notice to Mariners is published in its entirety once a month. The Monthly Edition should be retained as a reference for subsequently issued Weekly Supplements. The Weekly Supplements will be published in intervening weeks and will contain only new information with the exception of DISCREPANCIES-DISCREPANCIES CORRECTED section that is an accurate list maintained each week.

REFERENCES: Light List, Vol. VI, Pacific Coast and Pacific Islands, 2003 Edition (COMDTPUB P16502.6).
U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, and Hawaii (35th Edition).

REPORT DEFECTS IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT

I. SPECIAL NOTICES

LOCAL NOTICE TO MARINERS ON THE INTERNET

The Fourteenth District Local Notice to Mariners (LNM) is available on the World Wide Web at <http://www.navcen.uscg.gov/lnm/d14/>. Customers with Internet access are encouraged to take advantage of this service. The Internet delivers faster information, gives multiple copy customers the ability to print needed amounts, and provides access to archived LNM information as far back as 1995. In addition, the LNM is available via e-mail. To be added to the e-mail mailing list, send your request to SHolman@d14.uscg.mil.

DEPARTMENT OF HOMELAND SECURITY- REPORTS OF SUSPICIOUS ACTIVITIES

The Department of Homeland Security (DHS) encourages the maritime public to report information concerning suspicious activity to their local Federal Bureau of Investigation (FBI) Joint Terrorism Task Force (JTTF) office, <http://www.fbi.gov/contact/fo/fo.htm>, or to other appropriate authorities. Individuals can contact the DHS watch and warning unit at (202) 323-3205, toll free at 1-(888) 585-9078, or by e-mail to nipc_watch@fbi.gov. The U.S. Coast Guard reminds the maritime industry that they may also report information concerning suspicious activity to the National Response Center (NRC) at 1-(800) 424-8802.

HI ISLANDS – KAHOO LAWE – ORDNANCE DETONATIONS

Planned ordnance detonations will be conducted around the island of Kahoolawe in an area bound by the following coordinates: 20-37-30N 156-32-48W, 20-34-48N 156-30-24W, 20-28-54N 156-30-24W, 20-28-06N 156-41-48W, 20-30-30N 156-44-12W, 20-33-12N 156-44-30W, 20-37-30N 156-36-24W, thence to the point of origin, effective 0800W-1700W on the following dates: September 15-20, 2003, September 22-27, 2003, and September 29, 2003 – October 04, 2003. In the interest of safety, all vessels are requested to remain clear of the area.

HI ISLANDS – OAHU – ALA WAI DEBRIS TRAP MOORING BUOY

A white and orange debris trap buoy will be added in the Ala Wai Canal near the Ala Moana Boulevard Bridge in late September/early October.

HI ISLANDS – BARBERS POINT – OFFSHORE MAINTENANCE

The offshore maintenance project at the Tesoro SPM Tanker Terminal Facility will take place from September 25, 2003 – October 06, 2003. The facility is located in the Security Zone 1.5 nautical miles off Barbers Point, Oahu, Hawaii. There will be heavy construction and towing vessel traffic in the immediate facility area, Security Zone, and transits to and from Barbers Point, Hawaii. Extensive commercial diving operations will also be conducted at this time. In the interest of safety, all vessels are requested to remain clear of the area.

II. DISCREPANCIES - DISCREPANCIES CORRECTED

Abbreviations normally used in the Local Notice to Mariners

BNM – Broadcast Notice to Mariners	TRLB – Temporarily Replaced by Lighted Buoy
LNM - Local Notice to Mariners	TRUB – Temporarily Replaced by Unlighted Buoy
IMPCHA- Improper Characteristics	TLB – Temporary Lighted Buoy
TUB – Temporary Unlighted Buoy	TDBN – Temporary Daybeacon
TLT – Temporary Light	INOP – Inoperative
REDINT – Reduced Intensity	

Shaded text denotes new discrepancy since last LNM.

DISCREPANCIES: Federal Aids:

LLNR	Name of Aid	Status	Chart Affected (Largest Scale)	BNM Reference	LNM Reference
30080	Johnston Atoll Channel Entrance Lighted Buoy 2	MISSING	83637	239-03	36/03
30235	Steps Point Light	EXTINGUISHED	83484	007-03	35/03

DISCREPANCIES: Private Aids:

LLNR	Name of Aid	Status	Chart Affected (Largest Scale)	BNM Reference	LNM Reference
29075	Kaiser Boat Channel Daybeacon 2	MISSING	19358	191-03	29/03
29110	Ala Wai Boat Harbor Channel Daybeacon 3	TRUB	19369	103-02	33/00
29115	Ala Wai Boat Harbor Channel Daybeacon 4	TRUB	19369		10/01

DISCREPANCIES: FAD Buoy:

Name of FAD	Assigned Location	Assigned Position	Status	Chart Affected (Largest Scale)	LNM Reference
BB	Molokai – Kauai	22-13-36N 159-13-54W	OFF STATION	19381	37/03
FF	Pukaulua Point – Maui	20-50-12N 155-43-54W	REPORTED MISSING	19340	20/03
JJ	Kamohio – Kahoolawe	20-24-12N 156-38-00W	REPORTED ADRIFT	19340	06/03
LA	Lahaina – Maui	20-41-00N 156-42-30W	REPORTED ADRIFT	19347	13/03
LL	Hauula – Oahu	21-44-54N 157-45-18W	REPORTED ADRIFT	19004	34/03
Z	Kipukai – Kauai	21-52-30N 159-18-30W	REPORTED ADRIFT	19381	29/03

DISCREPANCIES CORRECTED: Federal Aids: (None)

DISCREPANCIES CORRECTED: Private Aids: (None)

DISCREPANCIES CORRECTED: FAD Buoy: (None)

III. TEMPORARY CHANGES – TEMPORARY CHANGES CORRECTED (None)

IV. CHART CORRECTIONS

AD YR Astronomic Datum (Year)
 BABSAD BAB South Astro Datum
 LD Local Datum
 WGS YR World Geodetic System (Year)

NAD YR North American Datum (Year)
 OHD Old Hawaiian Datum
 GUAM YR Guam Datum (Togcha)

Corrective action effecting charts is contained in this section. Chart Corrections are listed numerically by chart number beginning with the lowest and progressing through all charts affected. The correction listed pertains to that chart only. *It is up to the mariner to decide which charts are to be corrected.* The following example explains the individual elements of a typical correction.

Chart Number ↓	Chart Edition ↓	Edition Date ↓	Last Local Notice to Mariners ↓	Horizontal Datum Reference ↓	Source of Correction ↓	Current Local Notice to Mariners ↓
19320	16Ed.	12/14/1996	LAST LNM 50/00	WGS 84	(CCGD 14)	24/02
ISLAND OF HAWAII						
Change ↑	Coconut Point Directional Light to: F G 38ft 10M				at	19-43-36.8 N 155-05-10.2 W
Corrective Action	Object of Corrective Action				Position	(Degrees, minutes, seconds and tenths)

A chart correction followed by:

(Temp) indicates that it is temporary in nature.

P indicates that it is preliminary, and that permanent corrective action will appear in a future Local Notice to Mariners.

The letter M immediately following the chart number indicates that the correction should be applied to the metric side of the chart only.

The letter N preceding the current Local Notice to Mariners number indicates that the affected chart is on Limited Distribution and is normally only for use by U.S. Navy, government-owned or government chartered vessels.

Courses and bearings are given in degrees clockwise from 000° T. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles.

19340	26Ed.	12/02/00	LAST LNM 29/03	WGS 84	(CCGD 14)	37/03
	HI – HAWAII TO OAHU					
Add	Mokapu Peninsula WECB Light F, Fl Y 4s 27ft “F” Priv				at	21-27-54.7 N 157-45-03.3 W
19357	22Ed.	08/01/02	LAST LNM 29/03	WGS 84	(CCGD 14)	37/03
	HI – ISLAND OF OAHU					
Add	Mokapu Peninsula WECB Light F, Fl Y 4s 27ft “F” Priv				at	21-27-54.7 N 157-45-03.3 W
19359	10Ed.	08/15/99	LAST LNM 08/03	WGS 84	(CCGD 14)	37/03
	HI – ISLAND OF OAHU – KANEOHE BAY					
Add	Mokapu Peninsula WECB Light F, Fl Y 4s 27ft “F” Priv				at	21-27-54.7 N 157-45-03.3 W
81063	5Ed.	05/26/90	LAST LNM 23/98	WGS 84	(NOS NW -6957)	37/03
	COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS ROTA					
Add	Note:				at	14-08-34.0 N 145-09-02.9 E
	ROTA HARBOR					
	The controlling depth for Rota Harbor is 20 feet for the center 250 feet to the first turn (for the first 685 feet) of entrance channel and 16 feet for the center 150 feet for the remaining 720 feet of the channel. There is shoaling to 9 feet at the channel edges.					
Change	Legend to text: (see note)				at	14-08-16.6 N 145-07-47.7 E

V. NEW ADVANCE NOTICE OF CHANGES IN AIDS TO NAVIGATION (None)

VI. NEW PROPOSED CHANGES IN AIDS TO NAVIGATION (None)

VII. GENERAL

OAHU – KANEOHE BAY – MARINE CORPS BASE HAWAII – ULUPAU CRATER WEAPONS RANGE SCHEDULE

Whenever tactical weapons firing is scheduled and in progress during daylight hours, a single large red rectangular warning flag will be flown at the two separate locations on the shore. Whenever any weapons firing is scheduled and in progress during hours of darkness, flashing red warning beacons will be displayed on the shore at Ulupau Crater. Boaters will have complete access to the danger zone whenever there is no weapons firing scheduled, which will be indicated by the absence of any warning flags, pennants, or beacons displayed ashore.

The danger zone is not considered safe for boaters whenever hazardous weapons' firing is in progress. Boaters shall expeditiously vacate the danger zone at best speed and by the most direct route. Passage of vessels through the danger zone when hazardous weapons firing is in progress will be permitted, but boaters shall proceed directly through the area at best speed. Whenever a boater disregards the publicized warning signals that hazardous weapons firing is scheduled, the boater will be personally requested to expeditiously vacate the danger zone by MCAS Kaneohe Bay military personnel utilizing a bull-horn from either a Marine helicopter or Navy crash boat.

(All times are local)

	SUN.	MON.	TUE.	WED.	THURS.	FRI.	SAT.
Sept 14 - 20	No Firing	0700 – 1630	0700 – 1630	0700 – 1630	0700 – 1630	0700 – 1630	No Firing
Sept 21 - 27	No Firing	0700 – 1630	0700 – 1630	0700 – 1630	0700 – 2200	0700 – 1630	No Firing
Sept 28 – Oct 04	No Firing	No Firing	No Firing	0600 – 2200	No Firing	No Firing	No Firing

MARINE EVENTS:

The following marine events are of interest to mariners. All mariners are cautioned that event areas warrant prudent seamanship and that all Federal, State and Local regulations apply.

Sponsors and organizers frequently set up event areas prior to the actual activity. Additionally, post event clean-ups may be required. Mariners are urged to exercise caution in and around event areas prior to and after the published event times.

Event and Location	Date	Activity	Sponsor
HYC FRIDAY NIGHT RACE Ala Wai Harbor to Mamala Bay & return, Oahu	September 19, 2003 5:00PM - 8:00PM	Sailboat Race	Hawaii Yacht Club
HILTON HAWAIIAN VILLAGE FIREWORKS DISPLAY Waikiki, Oahu	September 19, 2003 8:00PM - 8:35PM	Fireworks	Hawaii Explosives & Pyrotechnics, Inc.
HYC FRIDAY NIGHT RACE Ala Wai Harbor to Mamala Bay & return, Oahu	September 26, 2003 5:00PM - 8:00PM	Sailboat Race	Hawaii Yacht Club
HILTON HAWAIIAN VILLAGE FIREWORKS DISPLAY Waikiki, Oahu	September 26, 2003 8:00PM - 8:35PM	Fireworks	Hawaii Explosives & Pyrotechnics, Inc.
MBYC INSHORE Off Puamana, Lahaina	September 27, 2003 10:00AM – 4:00PM	Sailboat Race	Maui Boat & Yacht Club

VIII. CORRECTIONS TO LIGHT LIST VOLUME VI: PACIFIC COAST AND PACIFIC ISLANDS 2003

(1) Number	(2) Name and Location	(3) Position	(4) Characteristics	(5) Height	(6) Range	(7) Structure	(8) Remarks	LNM
28675.1	MOKAPU PENINSULA WECB LIGHT F	21 27 55 N 157 45 03 W	FL Y 4s	27		Yellow steel tripod.	Private aid.	37/03
*	*	*	*	*		*	*	

IX. ADDITIONAL ENCLOSURES

Enclosure (1) U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, and Hawaii, 2002 (35th) Edition, Change No. 10

Enclosure (1) U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, and Hawaii, 2002 (35th) Edition, Change No. 11

END OF CCGD 14 LOCAL NOTICE TO MARINERS NO. 37/03

C. D. WURSTER
Rear Admiral, U. S. Coast Guard
Commander, Fourteenth Coast Guard District

Page 163-Paragraphs 2532-2533,
read:

(6) Knows the speed and
direction of the current, set,
drift, and tidal state for the area
to be transited;

(7) Proceeds at a safe speed
taking into account the weather,
visibility, density of traffic,
draft of tow, possibility of wake
damage, speed and direction of the
current, and local speed-limits;
and

(8) Monitors the voyage plan
required by §164.80.

(CL 879/03; FR 04/29/03)

Page 163-Paragraph 2534, line 4
through Paragraph 2535, line 1;
read:

are entered in the log or other
record carried on board.

**§164.80 Tests, inspections, and
voyage planning.**

(a) The owner, master, or
operator of each towing ...

(FR 4/29/03; CL 879/03)

Page 163-Paragraph 2544, line 3;
read:
of chafing gear; and of the winch
brake, if installed.

(c) Towing vessels described in
paragraphs (b) (1) through (4) of
§164.01 are exempt from the voyage-
planning requirements outlined in
this section. If any part of a
towing vessel's intended voyage is
seaward of the baseline (i.e., the
shoreward boundary) of the
territorial sea of the U.S., then
the owner, master, or operator of
the vessel, employed to tow a barge
or barges, must ensure that the
voyage with the barge or barges is
planned, taking into account all
pertinent information before the
vessel embarks on the voyage. The

master must check the planned route
for proximity to hazards before the
voyage begins. During a voyage, if
a decision is made to deviate
substantially from the planned
route, then the master or mate must
plan the new route before deviating
from the planned route. The voyage
plan must follow company policy and
consider the following (related
requirements noted in parentheses);

(1) Applicable information
from nautical charts and
publications (also see paragraph
(b) of §164.72), including Coast
Pilot, Coast Guard Light List, and
Coast Guard Local Notice to
Mariners for the port of departure,
all ports of call, and the
destination;

(2) Current and forecast
weather, including visibility,
wind, and sea state for the port of
departure, all ports of call, and
the destination (also see
paragraphs (a) (7) of §164.78 and
(b) of §164.82);

(3) Data on tides and currents
for the port of departure, all
ports of call, and the destination,
and the river stages and forecast,
if appropriate;

(4) Forward and after drafts
of the barge or barges and under-
keel and vertical clearances (air-
gaps) for all bridges, ports, and
berthing areas;

(5) Pre-departure checklists;

(6) Calculated speed and
estimated time of arrival at
proposed waypoints;

(7) Communication contacts at
any Vessel Traffic Services,
bridges, and facilities, and any
port-specific requirements for VHF
radio;

(8) Any master's or operator's
standing orders detailing closest
points of approach, special

conditions, and critical maneuvers;
and

(9) Whether the towing vessel
has sufficient power to control the
tow under all foreseeable
circumstances.

(CL 879/03; FR 04/29/03)

Publication-National Ocean Service-U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2003 (35th) Edition. Change No. 11.

Coast Pilot 7 35th 2003

Corrections

Page 205-Paragraph 3454, insert after:

§334.865 Naval Air Station North Island, San Diego, California, Restricted Area.

(a) *The area.* The waters within an area beginning at 32°42'55.0"N., 117°11'30.5"W.; to 32°42'57.0"N., 117°11'22.5"W.; to 32°42'56.0"N., 117°11'19.0"W.; to 32°42'49.0"N., 117°11'08.5"W.; to 32°42'44.5"N., 117°11'06.5"W.; and thence to 32°42'40.0"N., 117°11'06.5"W.

(b) *The regulation.* (1) The restricted area shall not be open to swimming, fishing, water-skiing, mooring or anchorage.

(2) Dragging, seining, other fishing operations, and other activities not under the direction of the United States, which might foul underwater installations within the restricted area, are prohibited.

(3) All tows entering the restricted area shall be streamed and shortened to the seaward of the area and towing appendages and catenaries shall not be dragged along the bottom while proceeding through the area.

(4) All vessels entering the restricted area shall proceed across the area by the most direct route and without unnecessary delay.

(5) No vessel or craft of any size shall lie-to or anchor in the restricted area at any time other than other than a vessel operated by or for components, or other vessels authorized by Commander, Navy Region Southwest, or his/her

designee.

(6) When security conditions dictate, Naval security forces may impose strict enforcement of stand-off distances within the restricted area. This enforcement will not prevent utilization of navigable channels, but will serve to control its use in order to protect vital National interests.

(c) *Enforcement.* The regulation in this section, promulgated by the United States Army Corps of Engineers, shall be enforced by the Commander, Navy Region Southwest, and such agencies or persons as he/she may designate.

(FR 6/26/03)

Enclosure (2)